



Sevenairs Consulting Ltd

Proposed Residential Development, Tilstock, Shropshire

Walking, Cycling & Horse-Riding Assessment

June 2025



Document Control

Report Title:

Proposed Residential Development, Tilstock, Shropshire – Walking, Cycling & Horse-Riding Assessment

Date of Site Visit

19th May 2025

Document Reference

2025-06 Tilstock WCHAR – Revision 1

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On behalf of

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Highway Authority / Overseeing Organisation

Shropshire County Council

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Document History:

Revision	Date	Description	By
0	03.06.2025	Draft for initial review	HV
1	06.06.2025	For Issue	HV

Introduction

Commissioning and Scope

Sevenairs Consulting Ltd. have been appointed by DLP Planning Ltd. on behalf of their client to undertake the Walking, Cycling and Horse-Riding Assessment to accompany a planning appeal for a proposed residential development off Tilstock Road in Tilstock, Shropshire.

This report is prepared in accordance with Design Manual for Roads and Bridges (DMRB) GG 142 Walking, Cycling and Horse-Riding Assessment and Review (WCHAR). A brief was supplied with detailed information including pedestrian, cycle and equestrian traffic count information.

The purpose of the report is to provide an assessment of the existing facilities and provision for pedestrians, cyclists and equestrians that will help inform decision making throughout the design process. Part of the process is also to identify where latent demand may exist which could be unlocked through scheme development. Where appropriate, opportunities for improvements have been identified with the intention that these should be considered through the design process and re-visited through the production of review reports at appropriate stages.

Background and highway scheme description

Process

The designer for this scheme is DLP Planning Ltd. Anna Meer, Director, DLP Planning is the design team leader for the preliminary design stage of the scheme and has appointed the following Lead Assessor to undertake the WCHAR process:

Haydn Vernals FCIHT FIHE CMILT MSORSA
Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield, S36 9QH

In accordance with GG 142, Haydn has determined the scheme to be a 'small scheme' in relation to the potential impact on walking, cycling and horse-riding facilities given the significance of the new road construction.

Background

A residential development is proposed in the village of Tilstock in Shropshire. The development is at appeal stage with proposals to deliver up to 70 new homes, including affordable dwellings, with access taken from Tilstock Road. The proposals also include public open space, landscaping and biodiversity habitats.

Key elements included in the proposals at this stage include a main access to the development from Tilstock Road with footway improvements for a route between the development and nearby primary school. The proposals indicate linkage to the public right of way that is routed to the east of the development.

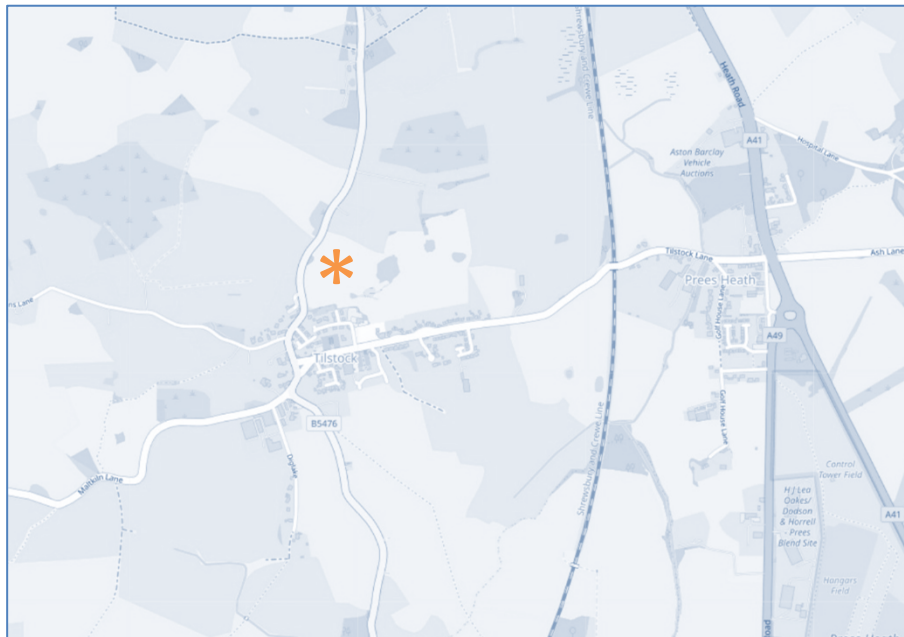


Figure 1 – Indicating the development site location.

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Figure 2 – Indicative development master plan.

Proposed Highway Scheme

A development access is provided from Tilstock Road with no provision for pedestrians or other active modes provided. A footway access point linking to an existing public right of way is indicated to the southwest corner of the site.

WCHAR Study Area

The proposals have been designated as a GG 142 ‘small scheme’ by the Lead Assessor and, after discussions with the client (DLP Planning), it has been decided that a buffer of approximately 1.0km radius from the development centre would cover the required study area. The 1.0km selected study area covers the village built-up area of Tilstock to the south. Local trip attractors and generators near the site include a primary school, village hall and a public house. The nearest National Rail facilities are at Whitchurch (3.5km) on the Transport for Wales network providing links north towards Crewe

and onwards to Manchester, Chester and the Welsh North Coast and south to Shrewsbury, with connections to Birmingham and the south of Wales.

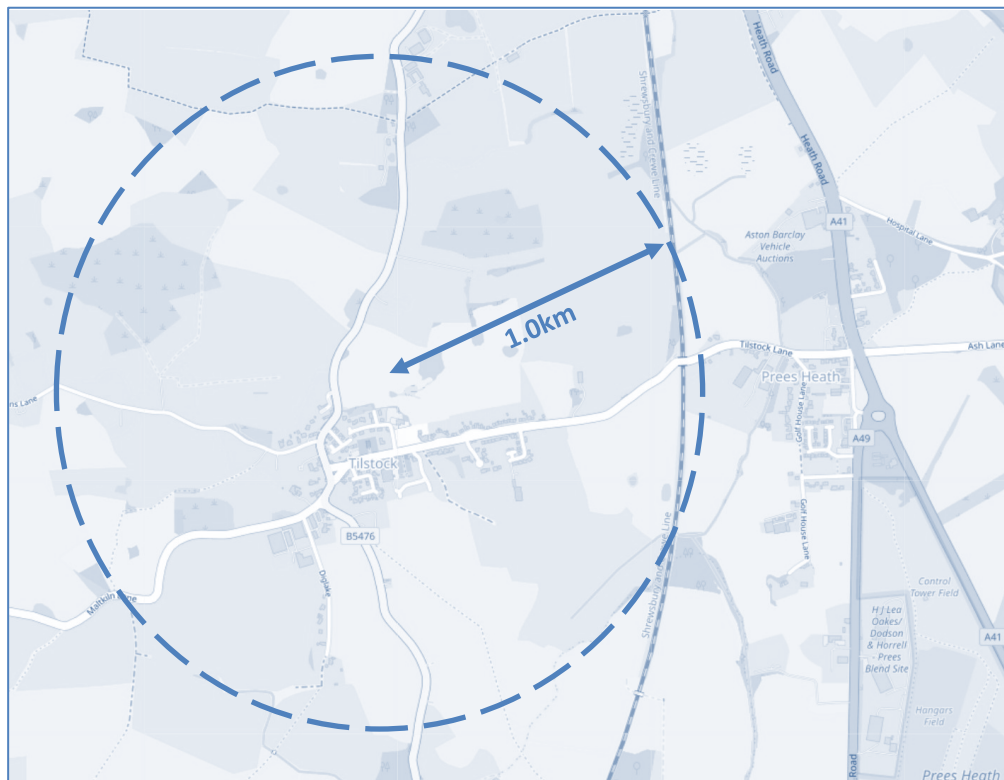


Figure 3 – Indicating the 1.0km WCHAR study area.

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Walking, Cycling & Horse-Riding Assessment

This section provides a review of relevant policies and strategies as part of this Assessment. The key points from each document relating to walking, cycling and horse-riding are provided.

Assessment of walking, cycling & horse-riding policies and strategies

The following national policies and strategies have been identified as relevant to this assessment:

- National Planning Policy Framework – December 2024
- Local Transport Note 1/20
- Inclusive Mobility – DfT – December 2021
- The Second Cycling and Walking Infrastructure Strategy (CWIS2) – March 2023
- Gear Change: A Bold Vision for Walking and Cycling – July 2020
- Multi-User Routes (British Horse Society)
- Relevant chapters of the Design Manual for Roads and Bridges (DMRB) including but not limited to CD 143 & CD 195

The following local policies and strategies have been identified as relevant to this assessment:

- Local Transport Plan (2011-2026) – Shropshire County Council
- Bus Service Improvement Plan (June 2024) – Shropshire County Council
- Draft Local Plan 2016-2038 (Submitted Sept 2021) – Shropshire County Council

The policies and strategies above are to be used to inform the opportunities for improvement of walking, cycling, and horse-riding facilities.

Collision data

Collision data 2019-2023 was obtained for the roads and streets adjacent to the proposed development. This focused on 1.0km walking distance along roads. Looking back five years highlighted a single slight collision involving a car and motorcycle. A cluster of three collisions were noted just on the northern edge of the search area, including one serious and two slights. These all involved cars with one listed involving an “other”.

Extending back over a longer period of ten years to the whole study area highlighted a further four slight collisions, one of these involved a 59yr old cyclist.

A single incident was recorded within or close to the study area by the British Horse Society. This involved fireworks to the northeast of the village in 2022.

Causation factors are not included in the open datasets used, making it difficult to establish any other trends here. The data range covers the period 1st January 2014 to 31st December 2023. Statistical comparisons here are unlikely to suggest anything of statistical significance.

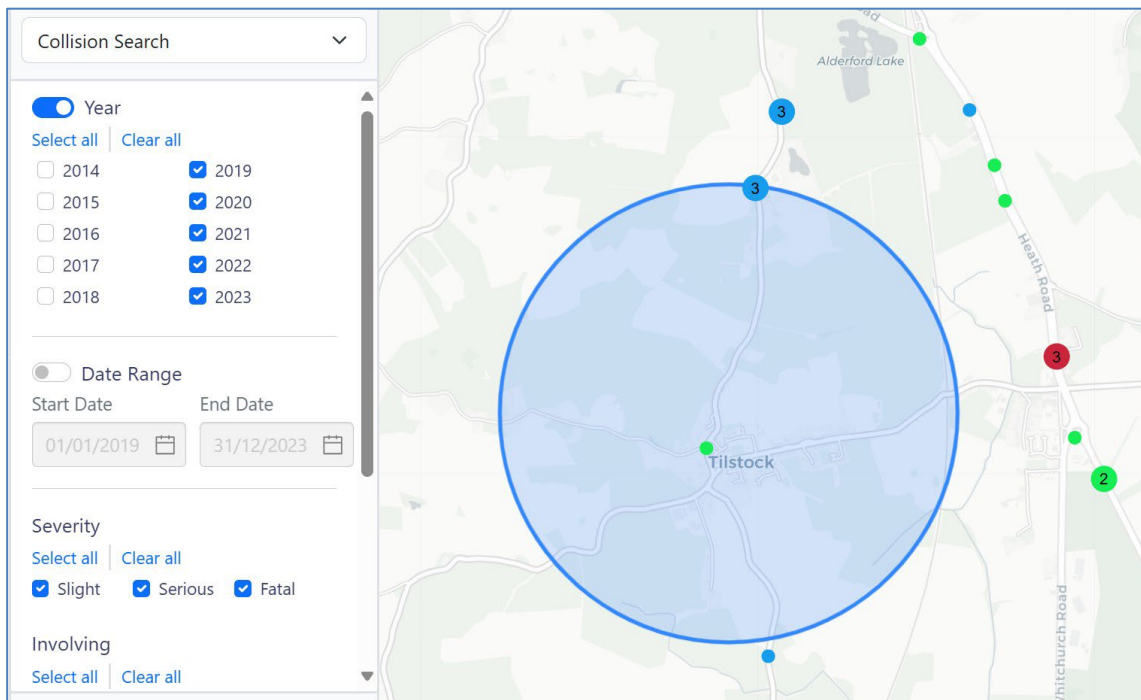


Figure 4 – Indicating all collisions within 1.0km of the development (5 years).

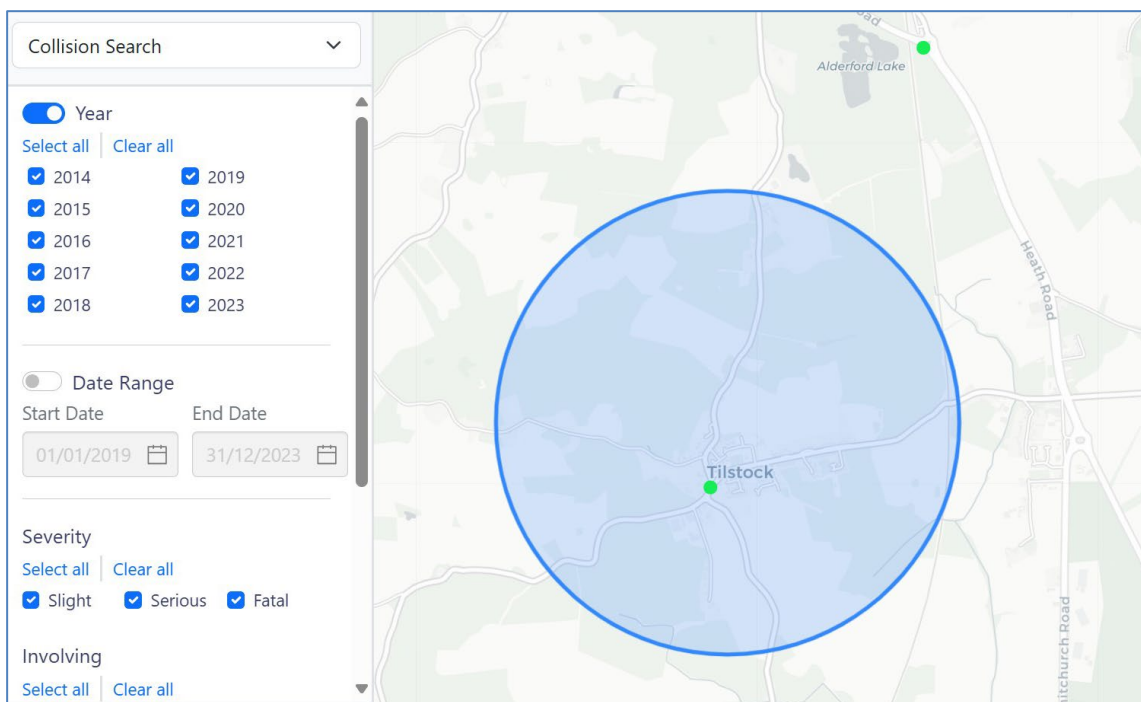


Figure 5 – Indicating pedestrian and cyclist collisions within 1.0km of the development (10 years).

Multi-modal transport services and interchange information

A review of the public transport services in the WCHAR study area indicates that a single bus service operates through Tilstock. This service is documented below.

Service	Route	Frequency
Arriva 511/512	Shrewsbury to Whitchurch – Shrewsbury, Battlefield, Astley Lodge, Preston Brockhurst, (Clive, Yorton, Alderton), Tilley, Wem, Weston, Prees, Tilstock, Whitchurch	Typically, an hourly service Mon-Sat 06:30-18:30hrs No Sunday Service

The closet railway station is beyond the WCHAR study area. However, the services called at are documented below.

Service	Route	Frequency
Whitchurch - (Transport for Wales)	Cardiff - Manchester / Chester / Llandudno Junction / Holyhead – Complex intertwined stopper and semi-fast services providing linkage between, north and south Wales plus Manchester and associated stops	Typically, a semi-fast and stopper every two hours 06:00-01:00hrs Mon-Fri. Typically, a semi-fast and stopper every two hours 06:00-24:00hrs Sat Typically, a 2hr frequency 09:00-24:00hrs Sun

Key trip generators and local amenities

There are a number of trip generators/amenities in and around Tilstock. These are indicated in Figure 6 for schools, retail, leisure etc. The generators are identified using a rational of walking or cycling trips that have the potential to pass through Tilstock. Bus stops are omitted for clarity but are also considered to be key trip generators.

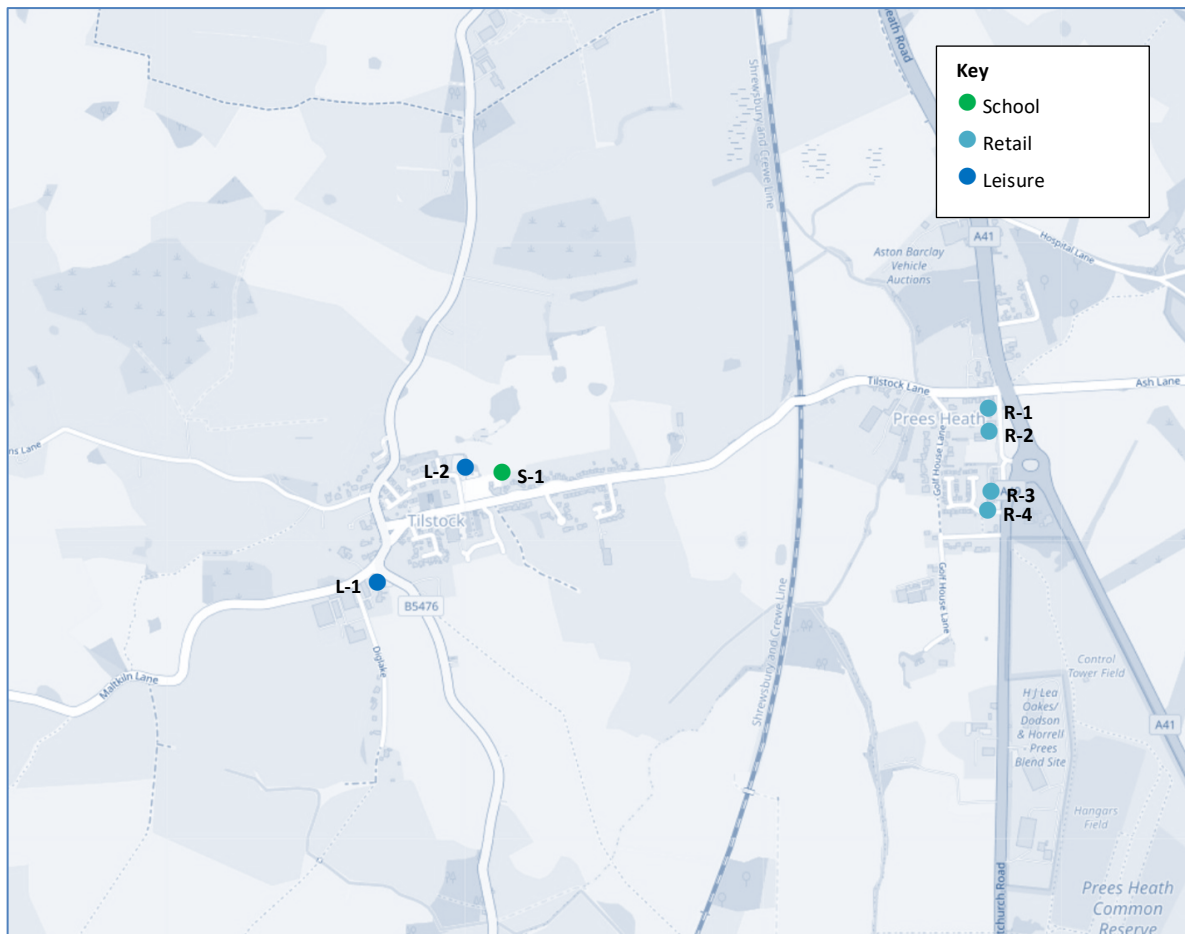


Figure 6 – Indicating the Key Trip Generators in and around Tilstock.

Key Trip Generators near Tilstock	
S-1 – Woodside Church of England Primary School	R-1 – Ma Bakers
L-1 – The Horseshoes Public House	R-2 – Raven Cafe
L-2 – The Village Hall	R-3 – Esso Shop n Drive
	R-4 – Prees Fish & Chips

Site visit

A site visit was undertaken by the assessment team (Haydn Vernals and Sarah Vernals) on Monday 19th May between 13:30hrs and 14:30hrs. The weather was sunny and the road surface dry. Wider observations were made around the WCHAR study area by car and later using Google Street View. Focused observations were made on foot around the village including Tilstock Road, Tilstock Lane and the PROW to the north of the primary school. This reflected proportionality to the scale of the highway improvements.

A walk around the local area during the hours of darkness was considered unlikely to bring any further insight into the local environment.

A number of issues were observed on the site visit. These are grouped into key themes.

Issue Theme	Example Photo
Location 01: Tilstock Road – Near Development Issue: Lack of footway. Although a hardened verge is provided in part here, just behind the photo, the hedgerow extends to the carriageway making walking in the carriageway necessary if pedestrians were to seek a walking route here. It is understood that third party land and carriageway width constraints would greatly impede any provision of a new footway here.	
Location 02: Tilstock Road – Near Development Issue: Lack of footway. Location 01 looking backwards where a hardened verge is provided in part with the hedgerow extending to the carriageway making walking in the carriageway necessary if pedestrians were to seek a walking route here. It is understood that third party land and carriageway width constraints would greatly impede any provision of a new footway here.	
Location 03: Tilstock Road – Near Development Issue: Lack of footway. Looking north from location 02, shows a lack of footway to the development access.	

Location 04: PROW from Tilstock Lane

Issue: Quality of surface

The existing PROW will form a key route from the development to the village, and particularly the primary school. The minibus service for secondary age children operates from the primary school. However, the gravel surface may not be useful for mobility aids with smaller wheels such as prams, scooters and wheelchairs.



Location 05: PROW from Tilstock Lane

Issue: Quality of surface

The gravel surface may not be useful for mobility aids with smaller wheels, such as prams, scooters and wheelchairs. Some tree roots were also exposed on the footway near the back of the school.



Location 06: PROW from Tilstock Lane

Issue: Obstructed route

A stile is currently provided as a means of passing over the fence. This would limit walking options for pedestrians with mobility aids such as prams, scooters, wheelchairs and would also prevent access for cyclists and e-mobility users (although unlawful currently). The stile is currently in a very poor state of repair rendering it unusable in its current state.

It was noted that beyond the stile there was an exposed inspection chamber in the field with no cover. There was also a wire cable fence which could prevent access to the PROW.



Liaison with key stakeholders

Discussions were held with the following key stakeholders either by telephone, e-mail or Teams Meetings.

Shropshire Country Council – Officers within the council were contacted, these discussions are summarised below;

Public Rights of Way Team – Short discussion with Richard Knight from the PROW team. He indicated his support for measures to improve access and wayfinding. Richard also highlighted concern around who would maintain the route and how the ongoing lighting costs would be met.

Road Safety Team – Given the relatively low collision history, no contact was made. The development does not have a direct significant impact on the local highway network and safe operation.

West Mercia Police – Despite reasonable efforts, no contact was made.

Equestrian Groups – A search of the local area indicated no equestrian related businesses within the 1km search area of the development. A livery yard was noted about 2km to the south. Despite a

number of attempts to contact the yard, no contact was made. It would not be unreasonable that an equestrian user from this yard would have a desire to use the currently obstructed PROW adjacent to the primary school. A search of the British Horse Society incident reporting map indicated no incidents involving equestrians linked the proposed development.

Existing pedestrian, cyclist and equestrian facilities

The development site has a direct influence on one public right of way, this being:

- 0233/28/1, footpath, which connects Tilstock Lane to the A41.

The southern end of 0233/28/1 near the school will have a significant increase in use by residents from the development accessing the school in particular as well as, potentially, public and school bus services or onwards for longer leisure walks. There is some scope for wayfinding improvements on this route.

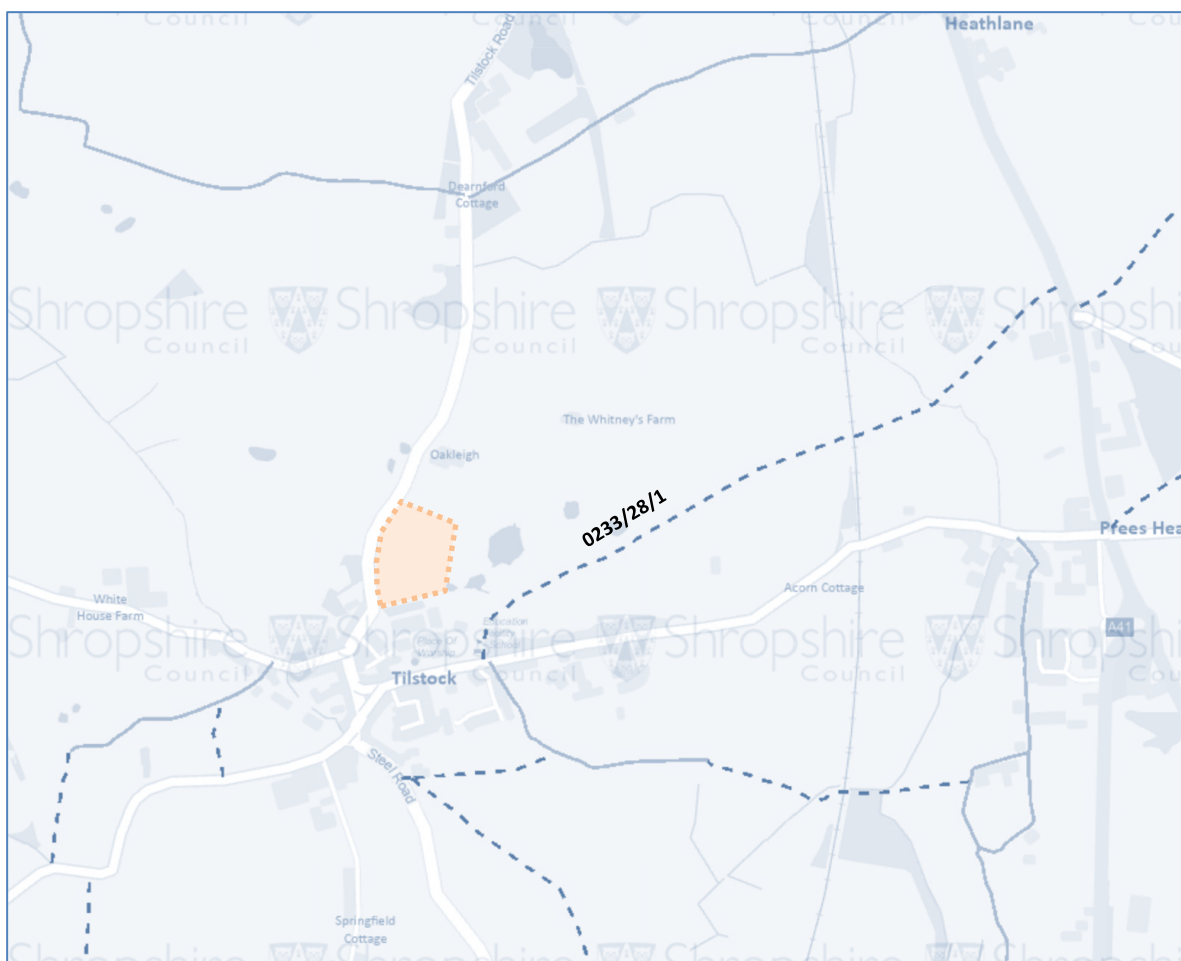


Figure 8 – Indicating the key public right of way and the proposed development site.

Liaison with local user groups and wider public

Whilst on site, an opportunity was taken to talk directly with the local school to establish use of the primary school by students as well as access to the secondary provision.

Local Schools

Tilstock Church of England Primary School – Walking distance via the new footway link and existing PROW is less than 0.25km which is easily walkable for all primary school aged children. Contact was made on the day of the site visit and the school office confirmed that the proposed development would be in their catchment. Children typically progress onwards to Sir John Talbot's for secondary provision. An estimated 90% of children from the primary have this as their onward choice, with travel to the secondary aided by a mini-bus that operates from outside the primary school. Other secondary schools have no specific travel option other than by scheduled bus services or private vehicle.

There are three secondary schools locally. These would attract walking to bus stops and onward trips by bus. These are;

Sir John Talbot's School – About 2 miles north, with no provision for walking. Cycling is possible for a confident cyclist which would involve riding along a mostly rural road with a speed limit of 60mph. No contact was made, as outlined above. Travel to this school would primarily be via mini-bus service, scheduled bus service or by private vehicle.

The Thomas Adams School – About 6.5 miles south. No contact was made. Travel to this school would primarily be via scheduled bus service or by private vehicle.

Bishop Heber High School – About 10 miles north. No contact was made. Travel to this school would primarily be via private vehicle.

User opportunities

The opportunities highlighted below are considered to be relevant to the proposals and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phase(s).

General

Opportunity 1. Work with Shopshire Council to establish ongoing maintenance liability of the new route, the improvements to the existing route and the ongoing maintenance costs of any new infrastructure such as fencing, hard surfaces and footway lighting. Solar powered studs have been used in other rural developments to highlight routes during the hours of darkness but, given the rural locale of the village, users during the hours of darkness are likely to be pre-equipped with torches, lamps or other devices to sufficiently illuminate footway hazards.

Strategic opportunities

Opportunity 2. Work with Shopshire Council Rights of Way Team to provide wayfinding improvements to adjacent public rights of way, specifically 0233/28/1, as well as connections to the south. This could extend to repairs to the existing provision as well as dealing with any gaps in the existing provision.

Pedestrian specific opportunities

Opportunity 3. Developer to provide a hard, all-weather surface between the development roads and the interface with the existing PROW 0233/28/1.

Opportunity 4. Work with Shopshire Council Rights of Way Team to identify key improvements to the 0233/28/1 specifically adjacent to the primary school. These could extend to surfacing improvements and replacement of the stile to facilitate access for pedestrians who rely on mobility aids and potentially cyclists.

Cyclist specific opportunities

Opportunity 5. Work with Shopshire Council Rights of Way Team to investigate provision for cyclists on the existing PROW 0233/28/1 adjacent to the primary school to provide a contiguous link between the development and Tilstock Lane.

Equestrian specific opportunities

Opportunity 6. Work with Shopshire Council Rights of Way Team to investigate provision for equestrians on the existing PROW 0233/28/1 particularly around the suitability of the stile and gate.

Walking, cycling and horse-riding assessment team statement

As Lead Assessor I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with DMRB GG 142. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

Walking, Cycling & Horse-Riding Lead Assessor

Haydn Vernals FCIHT FIHE CMILT MSoRSA

Signed:



Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 6th June 2025

Walking, Cycling & Horse-Riding Assessor

Sarah Vernals BAHonsQTS NPQH

Signed:



Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 6th June 2025

As the design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development. I confirm that, in my professional opinion, the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design team leader

Anna Meer, Director

Signed:

DLP Planning Ltd. – Ground Floor, V1 – Velocity,
Tenter Street, Sheffield, S1 4BY

Date:

Location Plan



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